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SOURCE Soviet newspapers as indicated.

FREIGHT ROUTING CRITICIZED; SOME SYSTEMS IMPROVE; SUMMER TRAIN SCHEDULES ANNOUNCED

FREIGHT TRAFFIC NEEDS IMPROVED PLANNING -- Pravda, No 96, 6 Apr 49

The average length of a freight shipment in the USSR, from the area of production to the area of consumption, is about 700 kilometers. The 13th Congress of the VKP(b) called for a systematization of planning of freight turnover in order to shorten long railroad hauls. Expansion of the freight car park reduced transportation expenses by 2½ billion rubles in 1948. More timber is being floated by water to take some of the load off of the railroads. Agricultural enterprises are being set up near the consumption areas, thus reducing the need to transport food products.

During the past 3 years, car turnover has been reduced on the average by 15 hours and average daily loadings have increased by more than 6,000 cars. However, many enterprises, administrations, and ministries are not planning their freight traffic efficiently. The Main Paper Marketing Administration of Ministry of Timber and Paper Industry USSR sent wrapping paper from its Kama River enterprises to the Far East, although this area could obtain paper supplies from Sakhalin. Paper from Lyaskelya, on the Kirov Railroad System, went to Central Asia; and Moscow received paper from Lyalya on the Sverdlovsk Trunk Line. Newspaper waste was sent to Saratov from the Kerelo-Finnish SSR, and not from Balakhna. Printing paper from Solikamsk goes to Leningrad, and printing paper from Arkhangel'sk goes to Kharkov. If the Solikamsk paper went to Kharkov, and the Arkhangel'sk paper to Leningrad, the length of hauling would be cut 246 kilometers. Mimeograph paper is sent from Leningrad to Alma-Ata, and from Balakhna to Liziro. A simple rearrangement of consignees would shorten the run of each freight car by more than 1,500 kilometers.

During February 1949, the Ministry of Construction Materials Industry USSR sent cement both eastward and westward over the Southwestern Railroad System. The Main Sugar Administration in January 1949 sent granulated sugar from the Vinnitsa Line to the October System, and from the Baltic area to Moscow, Saratov, and Stalino.

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In February 1949, the [illegible] Administration of the Ministry of Metallurgical Industry USSR sent coke by railroad from Kemerovo to the wind-instrument plant in Leningrad, the sculpture factory in Mytishchi, the carpet factory in Lyubertsy, and to the city industrial [illegible] in Tambov. More than 1,000 tons of coke from Kemerovo were sent to the Plant imeni Serov, and 3,000 tons of the same kind of coke were sent from the Novo-Tagil Metallurgical Plant to Sverdlovsk. The Novo-Tagil coke should have been sent to the Plant imeni Serov, and the Kemerovo coke to the Sverdlovsk area.

Potatoes were sent from the Yaroslavl' and Moscow-Donbass Systems to the Ashkhabad System, and from the System imeni Kuybyshev to the Caucasus, thereby exceeding the prewar figure for transporting potatoes by 20 percent. Many thousands of tons of beets have been sent from the Southern Railroad System to the Southwestern System, and from the Belorussian and the Southwestern Systems to the Southern. Other cargoes, such as grain, lumber, local building materials, and firewood, have been carried with as little efficiency.

The blame for this inefficiency lies with the local railroads and the Ministry of Transportation USSR, as well as with the various other ministries, which seem to prefer to route their goods through every central and oblast base. Little attention is paid to efficient inter-ministry, intraregional, and interindustry freight routing and to river transport facilities.

TRANSBYAKAL RAILROAD TO INCREASE FREIGHT TONNAGE -- Zabaykal'skiy Rabochiy, No 48, 11 Mar 49

Locomotive engineers and workers of the Transbaykal Railroad System have answered the appeal of the Southern Railroad System workers to save 40,000 tons of coal in 1949 by pledging to save 50,000 tons of coal and to release one million rubles of working capital during the year. In 1948, the Transbaykal workers reduced fuel consumption by 18 percent more than planned and thereby achieved the 1940 level. Locomotive engineers of the system hauled 22,866 heavily loaded trains in 1948 and transported 2,726,000 tons of freight above the plan.

The workers have pledged, in order to conserve fuel, to haul a greater number of heavily loaded trains in 1949, to increase the tonnage of each freight train by 70 tons more than in 1948, and to reduce the turnover time for locomotives by 30 minutes. Fuel will also be conserved by installing combined heating on all locomotives of the "Ye" series, by equipping these locomotives with Trofimov valves and with soot exhausts in the firebox, by insulating the boilers, and by maintaining the correct composition of coal.

TRANSBAYKAL RAILROAD ENTERPRISES SET NEW GOALS -- Zabaykal'skiy Rabochiy, No 47, 9 Mar 49

The Shilka Railroad Car District took first place in the February competition among railroad car enterprises on the Transbaykal Railroad System. On 23 February the sector completed the February plan and made up the January lag in railroad-car repair. The Shilka sector has pledged to complete one half of the March plan by 10 March, and, in honor of the Tenth Trade Union Congress on 19 April, has pledged to complete the April plan ahead of schedule, reduce costs of repair, and release 140,000 rubles of working capital by reducing the surplus supplies of materials in the sector. Workers at the Khilok Railroad Car Sector, the Zilovo Railroad Car Depot and the Depot imeni Kaganovich of the Transbaykal Railroad System have also entered the competition in honor of the 19 April congress.

BIKIN SECTION COMPLETES QUARTER PLAN -- Tikhookeanskaya Zvezda, No 58, 11 Mar 49

Workers at the Bikin Section of the Far Eastern Railroad System fulfilled

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the first-quarter plan for loading and railroad-car repair on 5 March instead of 10 March, as had previously been pledged.

ESTONIAN WORKERS PLEDGE SAVINGS -- Sovetskaya Estoniya, No 76, 1 Apr 49

Estonian railroad workers have pledged to accelerate the production cycle and release 1,600,000 rubles to the State during 1949. They have already fulfilled half their obligation by depositing 830,000 rubles to the account of the Ministry of Transportation. They intend to raise this amount to one million rubles by 1 May.

LENINGRAD RAILROAD OPERATED ABOVE NORM -- Leningradskaya Pravda, No 69, 24 Mar 49

Since the first of the year, workers of the Leningrad Trunk Line have handled a volume of freight 11 times greater than the amount handled during the same period of 1948. More than one million rubles have already been saved, and the workers have pledged to effect a 10-percent saving of fuel by Railroad Worker's Day, 1 August.

KIROV LINE OPERATES EFFICIENTLY -- Leninskoye Znamya, No 59, 26 Mar 49

As a result of measures introduced by workers of the Kirov Railroad System, car turnover in February 1949 was speeded up by 3 hours and approximately 500 heavy trains were handled. Time spent in station stops was shortened, and approximately 2,000 tons of coal were saved.

Mechanized clearing of the station tracks has been introduced along the Suoyarvi Section. Iron flaps with chasers (grebenka) were attached to the two-way V'yerka snowplow, cutting the time needed to clear the station tracks from 600 man-days to 12-15 man-days. The need for shovels, crowbars, (lom) and other tools was reduced considerably. Engineers of the Kem' depot reduced fuel consumption 3 percent and saved almost 200,000 rubles of working capital. Workers of the Kem' Section will release 266,400 rubles of working capital in 1949. In all, 3,500,000 rubles will be released by the Kirov Railroad System during 1949.

TRAIN MAKES RECORD RUN -- Pravda, No 86, 27 Mar 49

A train of the Karaganda Line loaded with 3,400 tons of coal recently made a record run between Borovoye Resort and Taincha, in Kokchetav Oblast. Fuel economy during the run amounted to 2 tons of coal, and average speed, excluding stops, was increased by 14 kilometers per hour.

ESTONIAN RAILROAD FREIGHT FIGURES -- Sovetskaya Estoniya, No 80, 6 Apr 49

During the first quarter of 1949 the Estonian Railroad System handled 1,214 heavy freight trains and in addition hauled more than 240,000 tons of freight or the equivalent of about 240 fully loaded trains.

RAILROAD CAR WORKERS STEP UP PRODUCTION -- Vechernyaya Moskva, No 82, 7 Apr 49

Workers of the Yaroslavl' Railroad System have pledged to accelerate the production cycle 1.2 days and at the same time release 83,000 rubles.

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SUMMER TRAIN SCHEDULES ANNOUNCED FOR UKRAINE -- Pravda Ukrainy, No 79, 5 Apr 49

The summer train schedule will go into effect on the USSR railroads on 15 April. The Administration of Railroads of the Southwestern Okrug announced that four new trains will be put into operation on the trunk lines of this okrug. Instead of the through coach which ran from Odessa to Leningrad, the fast train No 19/20 will operate on this line. Still another train, No 85/86, will be put into operation on the Kiev-L'vov line and will travel by way of Fastov and Zhmerinka. A through train from Kiev to Chernovtsy will connect the capital of the Republic with Bukovina. A new train will also run from Kiev to Romodan.

Some passenger lines will be extended. The Kiev-Mineral'nyye Vody train, No 31/32, will travel to Kislovodsk. It now covers the distance to Mineral'nyye Vody in 46 hours, but after April 15, it will take only 44 hours to travel to Kislovodsk.

With the new schedule, the Ukraine will be connected by through train to the Baltic area. The L'vov-Vil'nyus line will now extend to Riga. The Odessa-Ilovayakaya line will also be extended and will run to Debal'tsevo.

New special through coaches will be put into operation for travel to health resorts. Two coaches to the Crimea will be attached daily to the Dnepropetrovsk train; one going to Simferopol' and the other to Yevpatoriya. Through coaches to Truskavets and Morshin will be routed on the L'vov train.

SUMMER TRAIN SCHEDULES ANNOUNCED -- Pravda, No 110, 20 Apr 49

On the night of 21 April, the summer train schedule will go into effect. Further development and improvement of passenger service is planned. New trains will run on the Moscow-Vladivostok, Moscow-Batumi, Moscow-Mineral'nyye Vody, Moscow-Chelyabinsk, and Novosibirsk--Alma-Ata lines. The first through trains since the end of the war will operate between Moscow and Magnitogorsk, Moscow and Karaganda, and between Leningrad and Odessa. A train will travel between Moscow and Kotlas every other day.

A number of special trains to summer resorts will be put into operation. Connections from the Transcaucasus and Central Asia to the Mineral water area will be improved.

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